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LIMITED.

THE HONGKONG DISPENSARY.

BIRTH.

On the 20th December, at Sochow, the wife
of the Rev. W. B. NANCE, of a son.

The Daily Press.

HONGKONG OFFICE: 14, DES VREUX ROAD, C1
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 28th December, 1901.

With great regret we learn that, at a meeting of the Executive Council held just before Christmas, it was decided not to adopt the recommendations contained in the Report of the Commission appointed on the 28th August last to enquire into the question of the existing difficulty of procuring and retaining reliable chair and jinricksha coolies for private chairs and jinrickshas. What passed on the occasion we are, of course, unable to say, but the Council was divided on the question, some members being strongly in favour of making a trial of registration on the lines suggested by the Commission, while the majority urged that it would be impracticable or useless. The real truth probably is that the Chinese view of the matter has prevailed, and it has been decided, by the persons who are not suffering from the evils it was sought to remedy, to leave those evils without a remedy rather than to run the risk of hurting the feelings of the coolie by asking him to be photographed and registered. The community will be disappointed at this outcome of an honest attempt to find a remedy for an admitted evil, one under which they have groaned for years. The members of the Commission may perchance wonder why they were ever appointed if it was not intended to do anything. The taxpayers may ask, to what end was all the expense of putting into type a bulky book of proceedings if the matter was to end in smoke. The coolies, who will in due course hear of the decision to allow them still to exercise their own sweet will, will laugh in their sleeves at the weakness and folly of the Government, and will be encouraged to make further demands upon and to wax more insolent to their employers. The difficulty of obtaining any guarantee for the respectability and honesty of servants will grow more and more serious, and the troubles and cost of house-keeping will go on increasing. What with the rise in rentals and wages of domestics, the higher cost of all imported articles, whether of food or clothing, and the continuing decline in exchange, it will soon be impossible for quite a large section of the British and foreign community to

exist on the rates of pay now given. Employers, on the other hand, find it extremely difficult to advance the rates of pay owing to the keenness of competition in trade which has brought down the margin of profits to a perilously low point. Moreover, business is depressed all over China and its effects are felt in every rank of life in this Colony. Yet the Government, for fear of hurting the feelings of the Chinese coolie, is afraid to put into operation a simple measure for the regulation of a troublesome class of domestics, who render the most unwilling service for very high rates of pay, and frequently, for want of registration and control, turn out dishonest rogues. It cannot be too forcibly urged, both on the Government and on those who for sentimental or other occult reasons pamper the Chinese, that the Chinese working classes do not come here for the benefit of their health: they come because they can secure a high wage for light work—light as compared with the service they would have to give in China—and they are not likely to throw up their good livelihood because they are asked to submit to a wholesome and reasonable regulation, which would moreover give them a status and bar out the indigible and unworthy. The fear that the coolies would revolt is both pusillanimous and cannot be too strongly deprecated. It is the duty of the Government to legislate for the greatest good of the greatest number, and this is a fact that seems to have been absent from consideration in the discussion on the subject at issue. We can only hope in the interests of the community that the matter will be reconsidered, and a courageous decision taken. Otherwise the arguments in favour of municipal self-government will grow apace.

It is with lively satisfaction we learn from Canton that the suggestions thrown out in this column on the 11th instant with regard to the suppression of piracy in the Delta have borne some good fruit. Vice-Admiral Sir CYRIL BRIDGE, who has been up to Canton, saw His Excellency the Viceroy when there and took the opportunity to urge upon that official the desirability of taking action in the direction suggested, and the outcome of it all is that the Viceroy has commissioned two torpedo boats as a commencement, with the intention of forming a regular flotilla for the suppression of piracy on the rivers, and has issued instructions that they are to be officered and, we believe, partly manned, by foreigners, the whole force to be placed under the direction and control of the Imperial Maritime Customs. This is a good beginning, and it should prove the inauguration of a new dispensation on the waterways of the Two Kwang. The Customs preventive service has managed to reduce smuggling to very narrow limits, and there is no reason why, under the same able direction, the hydro-heads of piracy should not be scotched. It is as much in the interests of the Imperial Revenue that piracy should be stamped out as that smuggling should be prevented, for in either case the revenue suffers. If trade becomes impossible owing to the insecurity of the waterways, the revenue falls off as materially, if not more so, as it would if smuggling went unchecked. We hear that the Customs officials at Canton, though saddled with a new responsibility and additional work, are much gratified to find that at last a workable scheme has been sanctioned for the purpose of restoring order to the rich districts watered by the Canton and West Rivers and their affluents. The much tried inhabitants of this wide region will also rejoice when they see the pirates hunted from the rivers, and these great highways rendered safe for the producer and the trader. The effect of security would soon be felt in the market both for imports and exports, while the passenger traffic would also receive an important stimulus. Nor would the effect be confined to the immediate vicinity of the waterways. The capture and dispersal of these banditti would also prove a relief to the other districts of the Two Kwang, as the same bands that swoop down upon the river craft also attack the villages and small towns further inland during intervals when the official quest has waxed a little warmer on the rivers than usual. The Customs direction of the campaign against piracy will, we doubt not, be marked by system and method. They will strike boldly, and when and where least expected. Hitherto spies have kept the brigands well informed as to the time and manner of attack of a foreign gunboat, with the result that they have frequently got clear away. There will be less chance of this with the Customs in command, for they have their own intelligence officers at work, who will be constantly on the qui vive. It is to be hoped that the Customs will have a perfectly free hand in the matter, and not be hampered by the want of suitable boats. The question of expense should not be greatly considered in the formation of this force. It is so important that the Chinese Government can well afford to pay highly for the restoration of order in the Kwang provinces.

H.M.S. Waterwitch left on a cruise yesterday. Among the arrivals on the *Chingchi* from Australia yesterday was Dr. J. A. Lawson. The police report the death of a Chinaman from fracture of the skull, sustained by falling down a stair in Connaught Road.

On the 22nd *Nanchang* there returned yesterday from Tientsin Lieut. W. Bingham and 150 men of the Hongkong Regiment.

We are compelled through pressure on our space to hold over until Monday's issue a letter on the "Futility of Fumigation in Hongkong."

We draw our readers' attention to the jewelry sale by public auction which is taking place this forenoon at 11 o'clock in the sales rooms of Messrs. Hughes & Hough, 20, Des Vaux Road. The stock to be disposed of is large and was originally intended for the Philippine market.

This afternoon at 4 p.m. on the Happy Valley the Hongkong Football Club will play the Navy under Rugby rules. The Club (who will play in blue and white stripes) will be represented by—Knox, back; Beattie, Smyth, and two others, three-quarters; Jordan and Burks, halves; Hallifax, Golding, Von der Pfordten, Clark, Sandford, Wolfe, Wilson, and McMurtrie, (capt.), forwards.

By kind permission of Lt.-Col. Baillie and Officers, the band of the 22nd Bombay Infantry will play at the Hongkong Hotel this evening from 8 to 9.30 o'clock. Programme:—Serenade, "Darkies," "The Belle of New York," "Kerker Valley," "The Maid of the Mill," "Lullaby," "La Servant," "Der Engel Lied," "Swiss Folk," "Chin," "Wheeler Selection," "Reminiscences of Scotland," "God Save the King."

"Fairplay" sends an account of a street occurrence as showing the uselessness of the Chinese lockups for police purposes. At 8.30 yesterday morning, he says, "there was a fight in Elgin Street, in which there were about eight chair coolies and one man. The man was severely beaten and bleeding. A hukong walked up just in time, the crowd dispersed, and that was the end of it. He saw the man bleeding but paid no attention, as far as I saw, to his complaint. These chair coolies of Elgin Street are a nuisance; there are always cowardly fights like this taking place among them."

We take the two items following from the *Shanghai Union*.—Foreigners travelling inland are called various names by the natives, but a day or two ago, we heard a jinricksha coolie shouting for hire call some Austrian man-of-war sailors "My friend." The local Solomon who presides over the Mixed Court continues to distinguish himself. Recently he ordered a drop of blood from the fingers of a girl and of a man before him to fall into a basin of water to see if they would co-mingle. As this happened, he decided the parties were guilty. On Monday, a man went to a stable and stole a pony upon which he rode away. The Magistrate decided that he did not do this on purpose, but nevertheless gave him a hundred blows—probably for being caught.

The *Vossische Zeitung* says it learns upon reliable authority that the Crown Prince and Princess of Roumania have mutually agreed upon a divorce, and that the Crown Prince intends to renounce his succession to the throne. Prince Leopold, of Hohenzollern-Sigmaringen, brother of Carol I, King of Roumania, renounced his rights to the throne in favour of his eldest son, Prince Wilhelm, in 1880. In 1883 Prince Wilhelm renounced his rights to the throne in favour of his brother, Prince Ferdinand. Prince Ferdinand, the present Crown Prince, was married in 1893 to Princess Marie, daughter of the Duke of Sax-Coburg and Gotha. The couple have three children, Carol, born in 1893; Elizabeth, born in 1894; and Marie, born in 1899.

Christmas Eve was spent in a very pleasant manner by the domestics of His Majesty's Fleet on the China station, and their numerous friends who assembled to dinner at the Hongkong Hotel. Having done justice to an excellent dinner the following toasts were drunk by the company:—"Success to King Edward VII," "The Army and Navy," "Loved ones far away," and "Brother domestics, at present serving but unable through duty or otherwise to attend." Solos were played by Mr. Wilkinson and piano selections by Sapper Nicklin, R.E. Songs were rendered by Messrs. Morgan, Tabbot, Sherrington, Gory, Sawett, Gohath, Harding, Tabbot, Fogg, Hambley, Padbury, Tamar, and Vercoe, Tamar. The entire company joined in the various choruses. The proceedings were brought to a close with "God Save the King" and mutual wishes for "A Merry Christmas."

The Church Body has issued a circular to the seat-holders and subscribers of St. John's Cathedral, informing them that, in view of the resignation of the Rev. R. F. Cobbold, Senior Chaplain, which will take effect on the 31st March, they have appointed the Rev. F. T. Johnson, Senior Chaplain. Mr. Johnson, whose appointment as Assistant Chaplain was to expire in February next, having returned home owing to urgent private affairs, the Church Body consented to terminate his present appointment, and he has left Hongkong, coming out on the new agreement to take up his post on the 1st August. The Rev. R. F. Cobbold stays till the end of March, when the Rev. S. A. Sumbury, of St. Paul's College, has undertaken to supply the Cathedral services until Mr. Johnson's arrival. Seats were taken in the early part of October to procure a new Assistant Chaplain from England, but the Church Body as yet has heard nothing definite about the matter.

TELEGRAMS.

"DAILY PRESS" SERVICE

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

SHANGHAI, 27th December, 7 p.m.

VICEROY YUAN'S REPORTED ADVICE.

It is reported that Yuan Shikai advises the Empress Dowager to remain at Pao-tungfu until the Ministers of the Powers consent to restore Tientsin to China.

A NEW N.Y.K. STEAMER.

There is at present lying in the Harbour the new Nippon Yusen Kaisha steamer *Iyo Maru*, which is to be placed on the American run, from Hongkong to Seattle, and which makes her maiden voyage on Monday. The *Iyo Maru* has been specially built and fitted for this run. She is equipped in the most modern fashion, both as regards passenger accommodation and cargo appliances, and makes a very handsome addition indeed to this company's line of steamships. Built and owned by the Mitsui Bishi Kaisha at Nagasaki, she was launched last August, and made highly satisfactory trial trips, developing an average speed of 15.37 knots on six runs. The vessel has been placed under the command of Captain S. J. G. Parsons, one of the best known skippers on the China coast, whose acquaintance with the trade of the Far East extends back for 31 years. The *Iyo Maru* is 46 ft. long by 5 ft. beam, and her depth of hold is 3 ft. When loaded, her draught is 26 ft. She carries 36 first-class, 12 European steerage, and 200 native steerage passengers. Her registered tonnage is 3,919 tons, and she carries in coal and cargo together about 7,000 tons. She has twin screws and her engines are triple expansion, surface condensing, and of 560 nominal h.p. The steam steering gear is by Caldwell of Glasgow. Powerful steam winches and derricks on deck ensure the rapid handling of cargo. She carries no less than 12 hosts. As regards the first-class passengers' accommodation, that is all the most fastidious traveller could desire. The cabins have each two bunks and are airy, well lighted and ventilated, and very tastefully and usefully furnished. The sanitary arrangements are of the most approved kind. In no direction, indeed, has expense been spared to make the passengers' life on board a pleasure. A cosy smoking-room is provided, and there is also a well-appointed social hall containing a broadwood piano and a library of 100 volumes. The dining saloon is a splendid apartment. It accommodates 48 persons, and nothing is wanting in the way of comforts and decorations which money can procure. Pains have not been spared either in bringing the cuisine up to a high standard; the cooking is excellent. The promenade deck is 120 ft. long and of comfortable width. For the steerage passengers also a roomy promenade deck is provided. The ship is lighted throughout with electricity and also fitted with emergency lamps. Refrigerating plant is provided, while the heating arrangements are most complete and effective. The officers' quarters are very comfortably furnished. Mr. A. Franklin sails as first officer, Mr. G. H. Rolland as chief engineer, and the crew numbers 121 all told.

CRICKET.

This match, played on Christmas Day and Boxing Day, ended in an exciting finish in favour of the Civilians. It was lost by the bad fielding of the Services and won by some strenuous hitting on the part of the Civilians. The opening stages were all against H.M.'s land and sea forces, but the game took a turn in their favour, and on the first day's play, with 254 up for 7 wickets, matters looked rosy. Next morning, however, the remaining three wickets added but seven runs. Nevertheless this left the big total of 261 to be faced. The initial movements in the attack on this total were not successful, inasmuch as five wickets fell for 57 runs. Then came a long stand of 139 runs by Ward and Hooper. Ward left at 234, when only eight runs were wanted to win; but another wicket fell at the same total, and the ninth wicket at 258, leaving three to tie and four to win. Thanks to commendable steadiness, Howard survived an over, and Cox had the pleasure of emphasising the win by a hit for 5 over the pavilion. For the Services, Wood noticed the situation and at once adopted forcing tactics. He played a grand innings of 66, and was ably helped by Digby, who was, for the most part, steadiness personified, though he, at occasion offered, made some hard off-drives. Then came Francis Hayhurst, who played delightful cricket; his off-driving and his cutting being excellent; he made an auspicious first appearance, scoring 90 runs and shaping as to the manner born. Fanshawe, who also made his debut, batted successfully. For the Civilians, Ward exceeded all his previous efforts and after playing himself in gave a fine exhibition of powerful and brilliant hitting. He had very good fortune in the earlier part of his innings, for he took risks in forcing the game in a manner which seemed to demoralise the field. The Civilians have to thank him very largely for their win and hope for repetitions of such a performance. Hooper proved an effective partner and batted far in advance of what he has usually done in first-class cricket. Every one was glad to see him come off, especially at so critical a point in the game. He and Ward smashed the game out of the fire. The two P. and O. men subsequently played dutifully for 24 and 30 respectively, Cox showing all his

well-known coolness and determination despite a bruised hand and a strained forearm. Smith and Reinold were the most successful bowlers, though, as a fact, Mackenzie trilled as well as any one. On the whole, the fielding of the Services was inferior to that of their opponents, amongst whom, however, at least one man thought that legs were made only to stand on and not to run with. The wicket-keeping on both sides was admirable, each stumper aiding to capture two wickets and allowing but few byes.

The Bank of the 22nd Bombay Infantry was present on Boxing Day, by permission of Colonel Baillie and the officers, and played a pleasing selection.

Appended are scores and analyses:—

UNITED SERVICES.				
First Innings.				
M. Reinold, R.N., c and b Sercombe Smith	2			
Mr. C. P. Franklin, R.N., c Hooper, b Sercombe Smith	6			
Mr. Digby, R.N., c Woodgates, b Sercombe Smith	51			
Major Dorehill, R.A., c Arthur, b Sercombe Smith	2			
Lieut. Wood, R.N., b Howard	88			
Capt. Francis Hayhurst, R.W.E., c Woodgates, b Hancock	90			
Mr. Fanshawe, R.N., c Arthur, b Hancock	28			
Capt. Gladstone, R.E., b Sercombe Smith	13			
Mr. McKinley, R.N., b Mackenzie	0			
Capt. Clapham, R.A., c S. Smith, b Mackenzie	0			
Mr. Broadbent, R.N., not out	7			
Extras	7			
Total	261			
Second Innings.				
Lieut. Reinold, R.N., not out	10			
Capt. Fanshawe, R.N., c Arthur, b Mackenzie	28			
Capt. Clapham, R.A., c Sercombe Smith	0			
Mr. Broadbent, R.N., c Cox, b Hancock	0			
Mr. Franklin, R.N., b Mackenzie	18			
Mr. Digby, R.N., c Lee, b Mackenzie	10			
Lieut. Wood, R.N., not out	0			
Extras	8			
Total (for 5 wickets)	59			
CIVILIANS.				
First Innings.				
T. Sercombe Smith, c R. Arthur, b Franklin	0			
R. Hancock, c Digby, b McKinley	1			
A. Mackenzie, c Clapham, b Franklin	13			
A. G. Ward, b Reinold	0			
H. Arthur, b McKinley	10			
W. E. Dixon, c Broadbent, b McKinley	4			
J. Hooper, c Broadbent, b Dorehill	62			
J. E. Woodgates, c Francis Hayhurst, b Dorehill	24			
P. A. Cox, c Digby, b Reinold	0			
W. H. Howard, not out	6			
Extras	14			
Total	294			
Second Innings.				
Sercombe Smith	5			
Mackenzie	17.5			
Hancock	14			
Howard	3			
Dixon	3			
Lee	2			
Woodgates	5			
Fanshawe	5			
Total	59			
CIVILIANS.				
First Innings.				
McKinley	15			
Franklin	13			
Reinold	10			
Broadbent	10			
Dorehill	15			

The Army will play the Navy on the Cricket Club Ground to-day, and the Royal Engineers will play a Club Eleven in Happy Valley, starting at 1.30 p.m. In the latter match the following will play for the Club Eleven:—Messrs. Hay, Hanson, Gray, Robertson, Wild, Wheeler, Woodgates, Head, Rutherford, Brown, (captain) and another.

On the Cricket ground, on the 1st and 2nd January, 1902, the Garrison will play a Club XI of Civilians and Royal Navy.

CHRISTMAS DAY AT THE SEAMEN'S CHURCH AND INSTITUTE.

On Christmas Day the Seamen's Church, thanks to a band of willing helpers, was gay with floral decorations and gaily. A bright and hearty service, at which a number of seamen were present, was held at ten o'clock. After a hasty tiffin the workers were once more at work and aloft. A number of launches, one kindly lent by the Hongkong and Whampoa Dock Co., and another by the Kowloon Godown Co., took away a large number of men to Deepwater Bay. Here an excellent programme of sports arranged by Rev. T. Wright, the Assistant Chaplain, and an energetic band of helpers was carried out. A plentiful supply of aerated waters, kindly given by Messrs. Watkins, and a good stock of cigars were carried by each launch by way of refreshments. Whilst this was going on another company had been equally busy at the Institute in Kowloon, and when the launch party returned a very pleasing spectacle met their eyes. With the aid of branding and greenery the lower room had been converted into a place of beauty. Every inch of space was crowded with tables decked with flowers and laden with good cheer. As only two hundred and twenty men could be accommodated even with the greatest ingenuity, it was necessary to have a second sitting down. When all the good things had been disposed of, an adjournment was made to the upper room. This was even more prettily decorated than the one below. Seated alongside the platform lay the big Star laden with a rich and varied cargo. An excellent programme of music, including a display of club singing, had been arranged by Corporal Little, but owing to the crowded state of the room, the platform and every available inch of space being crowded, this latter item had to be omitted from the programme. After several items had been given the winners in the sports were called up and received their prizes at the hands of Miss Johnson, of Fairlie, who had kindly consented to distribute them. A little later the Chaplain introduced the skipper of the brig in the person of Miss Ethel Parker, this young lady at once took command the launch was removed and the process of unloading commenced. As the cargo

was a large one and the work was interrupted by spells of singing, this took a considerable time. Thus with sport, good cheer and music a thoroughly happy afternoon and evening passed away, reminiscences of which were given for the "Skipper" for the ladies and for those who had organised the entertainment, and after singing the National Anthem the gathering broke up, everybody in high good humour, having passed the day in a way that would bring no after regrets.

HIGH-LEVEL TRAMWAYS COMPANY, LTD.

The sixteenth annual general meeting of the shareholders in the Hongkong High-Level Tramways Co., Ltd., was held yesterday in the Company's registered office, 34, Queen's Road Central. Mr. H. Humphreys presided and there were also present Messrs. J. A. Jupp, C. Evans, J. Orange, J. A. Tarant, and G. H. Rapp. The notice calling the meeting having been read, the CHAIRMAN said:—Gentlemen, I propose with your permission to dispense with the formality of reading the report and statement of accounts, as you are doubtless already familiar with them. The traffic receipts for the year again show a satisfactory increase. The cost of running the line has been somewhat larger than in previous years, owing to considerable additions to the time-table in the early part of the year, and would have been larger still but for the unexpected amount of wear which we have got out of the soft steel rope now in use. We have the new hard steel rope in stock, but when the time comes we do not propose to repeat them. During the year a considerable portion of the permanent way, has been relaid with new rails. You will notice that rolling stock has been increased by 13,325 lbs. this is principally made up by the cost of two new steel-framed cars from England, which arrived about two months ago and are now being got ready for service on the line. The company will then have three steel-framed cars and two wooden ones. The latter, which are nearly worn out, will be broken up, and for this reason we recommend the raising down of rolling stock by \$5,000. Before moving the adoption of the report and accounts, I shall be pleased to answer any questions. No questions were asked. The CHAIRMAN:—Then I beg to move the adoption of the report and accounts. Mr. J. A. TARRANT seconded and the motion was carried unanimously. The CHAIRMAN:—I move that Messrs. C. Evans, C. W. Dickson, and J. Orange be re-elected as the Consulting Committee. Mr. J. A. Jupp seconded and the motion was agreed to. Mr. C. EVANS moved that Messrs. Fullerton Henderson and W. H. Pitts be re-elected as auditors. Mr. J. ORANGE seconded, and the motion was agreed to. This was all the business.

POLICE COURT.

Friday, 27th December.
BEFORE MR. F. A. HAWLAND (POLICE MAGISTRATE).
ILLEGAL POSSESSION OF ARMS.
Sun Kwan was fined \$100 with the alternative of two months' imprisonment, with hard labour, for having been found in illegal possession, on board his junk, of a dagger and six packages of percussion caps.
A REFRACTORY TUNNER.
Michael Middleton, gunner, R.A., Lyceum Barracks, was fined \$5 with the option of ten days' hard labour for having refused to pay his richkha fare from Quarry Bay to the Metropole Hotel on Thursday, and was ordered to pay compensation of 42 cents or suffer other two days' imprisonment.

BEFORE MR. J. H. KEMP (ACTING POLICE MAGISTRATE).
HOUSEBREAKING.
For breaking into a house at 88 Temple Street on Thursday and stealing a leather box containing clothing to the value of \$13, Kwong Lung [14] was sentenced to four months' hard labour.

RETURNED FROM ENGLISH-BENT.
A hawker named Ho Kuan alias C. K. Kam, alias Ho Wong, was sentenced to one year's hard labour for disobeying an order of banishment from the Colony.

JOINT STOCK SHARES.

Messrs. Vernon and Smyth in their weekly share report, dated Hongkong, 27th December:—The Christmas holidays which have intervened since our last report have interfered considerably with the business of the week, and there are few transactions to report.
HONGKONG AND SHANGHAI.—The London quotation remains at \$22.10. Nationals have sold at \$22.10 and are still untraded for.
MARINE INSURANCE.—Untraded have sold at \$345 and more than are obtainable. China Traders are wanted at \$32. Other stocks unchanged.
FIRE INSURANCE.—China have been placed at \$274. Hongkong are quiet at \$345.
SERRAVALLO.—Hongkong, Canton and Macao are still in demand at \$36. Indo-Chinese are broker at \$14.80 per share paid on the 24th instant—with alpha. China Traders have been booked at the reduced rate of \$40. Hongkong are offering at \$37. Star Traders continue to offer at \$24 and \$37 for the old and new issues respectively. Shell Traders can probably be placed at the closing quotation of \$2.12.50.
MINING.—Pinyons are offering at \$5 after a rise at the rate. Other stocks quiet but unchanged.
REVENUE.—China Sugar are in the market at \$112. Looking are untraded at \$30 with probable buyers.
DOCKS.—WARRIES AND GODOWNS.—Hongkong and Whampoa Docks have sold in small lots at \$280. Hongkong and Whampoa are unchanged at \$24. New Army Docks have improved to \$22 with buyers.
LAND.—HONGKONG AND SHANGHAI.—Hongkong Land is quiet with a bid at \$165. Kowloon Land is quiet with a bid at \$30. Hongkong Hotel has sold and are still obtainable at \$185. Humphreys Estate are best booked at \$14.
CORPORATE.—No business to report under this head, and quotations are unaltered.
MISCELLANEOUS.—Mantle Investments have further weakened to \$45 with sellers. Green Island Cement has sold at \$22. A. B. Watsons are offering at \$15.50. Electric (old) are offering at \$13 and the new issue at \$14. In other stocks under this head we have no business to report and quotations are unchanged.
Daily Press Co. The extraordinary general meeting of the 10th January 1902.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held yesterday afternoon in the Council Chamber. Present: His Excellency the Governor (Sir Henry Blake, G.C.M.G.), Major-General Sir W. Gascoigne, K.C.M.G. (Commanding the Troops), Hon. J. H. Stewart Lockhart, C.M.G. (Colonial Secretary), Hon. W. M. Goodman, K.C. (Attorney-General), Hon. Commander R. M. Buxsey, R.N. (Harbour Master), Hon. C. McI. Messer (Acting Colonial Treasurer), Hon. W. CHATHAM (Director of Public Works).

Hon. A. W. BROWN (Registrar-General), Hon. T. H. WHITEHEAD, Hon. J. THURGOOD, Hon. Dr. Ho Kai, Hon. Wei A. YUK, Mr. R. F. JOHNSON (Acting Clerk of Council).

FINANCIAL MINUTES.

The COLONIAL SECRETARY laid on the table Financial Minutes (Nos. 71 to 74) and moved that they be remitted to the Finance Committee.

The ACTING COLONIAL TREASURER seconded, and the motion was agreed to.

FINANCIAL REPORT.

The COLONIAL SECRETARY submitted the Report of the Finance Committee (No. 15) and moved its adoption.

The ACTING COLONIAL TREASURER seconded, and the motion was agreed to.

KOWLOON WATERWORKS GRAVITATION SCHEME.

The COLONIAL SECRETARY laid on the table the following correspondence, and said:—I may inform the Council that a telegram has been received from the Secretary of State for the Colonies in which he informs your Excellency that he has referred the scheme to Mr. Chatham for report.

Government House, Hongkong, 31st October, 1901.

Sir,—In continuation of my dispatch No. 325 of the 23rd of last August, I have the honour to transmit for your consideration the enclosed copy of letter from the Acting Director of Public Works, submitting a complete estimate of the cost of the new Kowloon Waterworks Gravitation Scheme, and to recommend for your approval the improved scheme, which seems absolutely necessary if a proper water supply for Kowloon is to be secured.

2. In the Estimates for 1902 a sum of \$200,000 has been inserted for this purpose, and a sum of \$100,000 has been placed in the Estimates for this year; but, as the latter sum has scarcely been drawn upon, there will be available for 1902 a sum of about \$180,000.

3. Mr. Chatham estimates that a sum of \$200,000 a year will be required until the work is completed, as the Acting Director of Public Works hopes it may be in four years' time.

4. In view of the urgency of the matter, I shall be glad to learn by telegram whether you approve of the scheme now submitted.

I have the honour to be, Sir, Your most obedient servant,

HENRY A. BLAKE, Governor.

The Right Honourable J. CHAMBERLAIN, M.P., His Majesty's Principal Secretary of State for the Colonies.

(Enclosure.) Acting Director of Public Works to Colonial Secretary.

Public Works Office, Hongkong, 24th October, 1901.

Sir,—I have the honour to report that Messrs. Denison & Ross have now, in accordance with my request, submitted a complete estimate of the cost of the new Kowloon Waterworks Gravitation Scheme.

2. In forwarding to you their letter of the 14th instant, which contains the estimate referred to, I desire to point out the following essential points of difference between the scheme now proposed and that contained in Mr. Gilbe's original Report of the 8th January, 1900.

(i) The dam is of masonry and cement concrete as recommended by Mr. Chadwick, instead of an earthen bank with clay puddle core.

(ii) The site of the dam has been altered as proposed by Mr. Ormsby, being now located 30 feet lower in level in the bed of the valley.

(iii) The height of the dam is now 45 feet, top-water being increased from 65 feet to 45 feet, top-water being maintained at the same level as formerly.

(iv) The capacity of the reservoir has likewise been increased from 120 million to 310 million gallons.

(v) The estimated available supply has been increased from 580,000 to 1,575,000 gallons per day.

3. Before comparing the original and present estimates, it is well that I should lay before you the figures showing the enormous increase in population, which had occurred in Kowloon arising out of the settlement, which had far exceeded all expectations, merely stating that the scheme was designed to supply the entire Peninsula, with the exception of a few small straggling villages, from Kowloon City on the East to Sham Shui Po on the West, and will include these two populous places which are situated in the New Territory.

4. According to the Census of 1897, the Civil population of British Kowloon was 27,153, to which must be added the Military and Naval forces stationed there, numbering, say, 900, and the population of the important villages of Kowloon and Sham Shui Po in the New Territory, as given in the Commissioner's Report, amounting to 3,200. The total population in the adjoining portion of the Harbour was given as 7,624, making a grand total of 39,857.

5. Taking the Census of this year, which has just been published, the corresponding figures are found to be as follows:—

Civil population of British Kowloon, 43,634

Military and Naval Forces, 2,850

Kowloon City and Sham Shui Po, 3,803

Floating population near the Kowloon shore, 11,658

Grand total, 62,945

6. From the foregoing statement, it will be gathered that, not only is a much larger scheme proposed than that originally contemplated, but such a scheme is absolutely necessary.

The interval between the Census of 1897 and that of 1901 is about 4 years, and in equal period will elapse before the proposed works have been completed. Should the same rate of increase continue, the population to be provided for in 1905 when the works will have reached completion, will be about 112,000.

Taking the very moderate allowance of 10 gallons per head per day, the daily supply required will be about 1,120,000 gallons. That is to say, the original scheme would only have been about half the supply required when the new scheme will have a reasonable margin to carry on with whilst further works are being constructed. That further works will have to

be undertaken soon after the completion of this scheme there can be little doubt.

8. Mr. Ormsby suggests in his Report that the dam should only be carried to a height of 8 feet in the first instance, leaving to a future date the raising of it to the full height. With the experience gained in Hongkong and the facts stated above, before me, I strongly deprecate such a course and recommend that the dam be carried to its full height forthwith.

9. There is no doubt whatever that had the Typhoon dam been originally built to its full height, Hongkong would have been spared some of the water famines from which it has suffered.

10. Turning now to the estimate, I give below the relative cost of the original and present schemes.

Item. Original Scheme. Present Scheme.

(1) Storage Reservoir, \$150,000 \$489,000

(2) Catchwater, 6,000 40,000

(3) Main to Filter Beds, 16,000 24,000

(4) Filter Beds and Bungalow, 20,000 31,000

(5) Main from Filter Beds to Service Reservoir, 72,000 104,000

(6) Service Reservoir at Kowloon Tong, 6,000 70,000

(7) Construction and Extension of Distributing System, 55,000 71,000

(8) Service Reservoir at Kowloon City, 6,000 7,000

(9) Fire Hydrants on existing system, 3,000 4,000

(10) Purchase of cultivated ground, 5,000 8,000

(11) Road diversions, 393,000 843,000

Allow for value of machinery, &c. to be dispensed with, 13,000 13,000

Total, \$38,000 \$85,000

11. In comparing these two estimates, it must be borne in mind that nearly two years have elapsed since the original scheme was prepared, and that during that period there has been a great increase in the cost of labour and materials in the Colony, an increase which I estimate at 35 per cent.

12. I have already indicated the great changes which have been made in the scheme, but will recapitulate them here with reference to the various items of the estimate which have been affected by them.

Item (1). An alteration has been made in the site of the dam causing an increase of 30 feet in the height of it, and masonry and cement concrete have been substituted for earth and clay puddle in its construction.

Item (2). The original proposal provided only for intercepting a stream from a side-valley below the dam; the present scheme provides for a large catchwater along the Northern slopes of the Kowloon range of hills, intercepting the drainage from an area of 400 acres.

Item (3). Owing to the reduction in head, resulting from constructing the dam lower down the valley, the main to the Filter Beds has had to be increased in size.

Item (4). Filter Beds of more than double the area originally proposed are required to deal with the increased supply which is contemplated under the new scheme.

Items (5) to (9). The increases are required to cover the enhanced cost of materials and labour only.

Item (10). The amount originally stated was merely assumed; that now stated is based upon actual survey and measurement.

Item (11). The road diversions is rendered necessary by the altered position of the dam which will interfere with the old path leading from Tai Po and other villages. The original site of the dam caused no interference with this path.

13. With regard to (10) "Purchase of cultivated ground," I may mention that compensation was paid for cultivated land required for the construction of the Tai Po Road generally at the rate of 1 cent per square foot or \$436 per acre. I consider this amount altogether excessive, and have taken a rate of \$225 per acre or about 1 cent per square foot in the estimate now submitted.

14. To summarise the matter, the scheme now proposed will give a supply of over 13 million gallons per day, which it is anticipated will be fully required within a few years after the works have been completed.

15. I therefore submit that the entire scheme be now undertaken and that I be authorized to call for tenders for the dam and containing works, the estimated cost of which, including materials to be supplied by the Government, is \$85,000. The balance of the estimated cost is absorbed by the mains, service, reservoirs, &c., which will form separate contracts. It is imperative that the works should be undertaken without delay and that the present dry season should be availed of to the greatest extent possible.

I have the honour to be, Sir, Your obedient servant,

W. CHATHAM, Acting Director of Public Works.

The Honourable THE COLONIAL SECRETARY.

SUMMONING OF CHINESE ORDINANCE.

THE ATTORNEY GENERAL.—I beg to move the following motion as to Ordinance No. 40 of 1899:—Whereas by section 5 of the Summoning of Chinese Ordinance, 1899 (No. 40 of 1899) it was enacted that the said Ordinance should only continue in operation for the period of two years from the coming into operation of the said Ordinance and for such further period or periods as might from time to time be determined by resolution of the Legislative Council; and whereas by resolution of this Council that the Summoning of Chinese Ordinance, 1899, shall be continued in operation for the further period of three months from the 30th day of December, 1901 (inclusive). This Ordinance has now been in operation for nearly 2 years and I understand that it has worked very satisfactorily. It cannot be put into operation without the direction of the Governor, as he alone can direct the Registrar-General to make the entries referred to therein. It is, therefore, surprising, knowing how carefully matters of this kind are so aided by His Excellency, that no complaints have been brought to the knowledge of either of the Registrar-General or the Attorney-General of any harsh or undue exercise of the very necessary powers conferred by the Ordinance. At present, as it was only to continue in operation for 2 years and such further period as might be determined by resolution of the Council, it would expire on 30th instant. It is, however, desirable that the Ordinance should continue in force for some time longer and my

view and reason for this is:—The only article of the Ordinance which is not in force is that relating to the registration of the names of persons who are liable to be summoned to appear before the Court. This is a very important provision, and it is desirable that it should continue in force for some time longer and my

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present resolution is to continue it for 3 months. This will enable the Registrar-General to report on its working to be considered so that it may be considered later on whether a further extension will be necessary.

The Registrar-General seconded, and the motion was agreed to.

SALARIES OF CIVIL SERVANTS.

His Excellency the Governor.—Before we proceed to the orders of the day, gentlemen, there is a matter I wish to say a word or two about—namely, a telegram I have received from the Secretary of State for the Colonies. In October last the estimates of expenditure for the Straits Settlements and the Federated Malay States an increase had been granted in the salaries and emoluments of the officials. However there was no provision made for any increase here further than that recommended at the time by the Committee. A short time afterwards I received from the Secretary of State a copy of the despatch that had been sent to the Straits Settlements in answer to the representations made by the Straits Settlements and Malay States. The Secretary of State had determined that in future all appointments the emoluments of which were over \$120 a year shall be paid in sterling, as also the salaries of the European police, prison warders and other subordinate positions occupied by Europeans appointed from home, but as regards the present holders of these there were certain exceptional advantages at present such as the advantage of officials receiving salaries on an average of half pay at 3/4 a dollar, and pension at the same rate.

The COLONIAL SECRETARY.—I, on leave and 3/8 on pension.

His Excellency the Governor.—Yes, Well, the Secretary of State felt that he could hardly interfere with these advantages enjoyed by the present holders. So far as the present holders of these were concerned, they received the option whether they would have their salaries in sterling or in dollars, taking into consideration the possible advantage to pension pay, but that they would have the alternative of an increase not on the pay but that while actually serving in the Colony the compensation allowance for exchange should be given on the whole instead of the half salary. That increase was not to be calculated in either their leave or their pension but was to be a purely local increase while they continued to serve in the Colony, during the lifetime of the present holders. Well, when that came before me, in that despatch the Secretary of State informed me that he did not at present propose to increase the salaries of the officials in Hongkong until he was satisfied as to the financial position of Hongkong. When I received that despatch I saw at once the position in which the Straits Settlements were placed. The Straits Settlements were to be paid the full cost of the Straits Settlements and Malay States. Well, when that came before me, in that despatch the Secretary of State informed me that he did not at present propose to increase the salaries of the officials in Hongkong until he was satisfied as to the financial position of Hongkong. When I received that despatch I saw at once the position in which the Straits Settlements were placed. The Straits Settlements were to be paid the full cost of the Straits Settlements and Malay States. 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NEW ADVERTISEMENTS

SEND

Additions and Corrections for the
HONGKONG AND SHANGHAI
CHRONICLE AND DIRECTORY
up to morning of the 31st inst.
Hongkong, 28th December, 1901. [3317]

LADIES' DIRECTORY.

THE Publishers would be glad to receive
Additions and Corrections of Address
up to morning of the 31st inst.
Daily Press Office.
Hongkong, 28th December, 1901. [3318]

WANTED.

A PORTUGUESE CLERK, must be firm
in Book-keeping.
Salary, \$75 per month.
Hongkong, 28th December, 1901. [3313]

TO LET.

No. 47, ELGIN STREET, a TWO-
FLAT SIX-ROOMED HOUSE.
Apply at
No. 43, ELGIN STREET.
Hongkong, 28th December, 1901. [3314]

CHEAP NEW YEAR PRESENTS.

OWING to the late arrival of our Goods
from England for the Christmas Season,
we beg to offer our Stock of CHOCOLATES
in Fancy Boxes, in Plain Boxes, at
COST PRICE.
Please call and inspect.
JEEBEEBHOY & CO.,
19c, Hollywood Road,
Hongkong, 28th December, 1901. [3312]

CHEAP PASSAGE.

A FEW CHEAP PASSAGES for
EUROPEANS to MANILA
by steamer sailing on or about the 29th inst. P.M.
For Particulars, apply to
A. FOOK & CO.,
Ship's Comptroller,
9, Pottinger Street,
Hongkong, 28th December, 1901. [3319]

EOTHEN MARK LODGE, No. 264.

A REGULAR MEETING of the
EOTHEN MARK LODGE will be
held at the FREEMASONS' HALL, TO-DAY
(SATURDAY), the 28th inst., at 5 for
5.30 P.M. precisely. Visiting Brethren are
cordially invited to attend.
Hongkong, 28th December, 1901. [3315]

FOR SHANGHAI AND CHINKIANG.

THE Steamship
"ELITA NOSSACK,"
Captain Bruhn, will be despatched for the above
ports on SATURDAY, the 4th January, at
4 P.M.
For Freight, apply to
EAST ASIATIC TRADING CO., LTD.,
Agents,
Hongkong, 28th December, 1901. [3316]

THE HONGKONG WEEKLY PRESS will

be ready on Monday, and will contain—
Leading Articles.
The Manchu Convention.
The Empress Dowager and her Friends.
Anti-Dynastic Trouble in Honan.
Charges of Missionary Interference.
Questions for the U.S. Congress.
Piracy in the Canton Delta.
The Crisis: Telegrams.
Hongkong Legislative Council.
Hongkong Sanitary Board.
Engineers and Shipbuilders' Ball.
Charge against a Ship's Mate.
The Case of Amok at Tientsin.
Quail.
Peking.
Nanking.
Correspondence.
Cricket.
Football.
Hongkong and Port News.
Subscription, \$12 per Annum, payable in
advance; postage, 2s.
Extra copies 30 cents each (cash).
Copies can be posted from the Office to
addressed, including postage, 34 cents each,
or 4 for three copies (cash).
Hongkong, 28th December, 1901.

HONGKONG RIFLE ASSOCIATION.

ON SATURDAY, the 28th December,
commencing at 2.15 P.M. there will be an
Handicap Sweepstakes of 50 Cents each, and
\$30 added, 3 prizes, the highest net scorer to
receive a Gold Maltese Cross. Handicaps
will be revised prior to the Competition.
ALEX. MACKENZIE,
Hon. Secretary.
Hongkong, 27th December, 1901. [9]

R. J. REMEDIOS.

FOREIGN AND COLONIAL STAMP
DEALER.
No. 4, WEST TERRACE, HONGKONG.
Will be glad to send STAMPS on approval
to any address on receipt of satisfactory refer-
ences.
Also prepared to purchase used POSTAGE
STAMPS in Large or Small Quantities for Cash.
AGENTS WANTED
15 to 25 percent Discount Allowed. [3062]

FOR SALE

BY
PRIVATE TENDER.
THE GOOD SEAWORTHY SAILING
VESSEL
"YOSHIE MARU"
(Japanese Barque).
Belonging to the Undersigned.
AS SHE LIES NOW IN KISUKAWA,
OSAKA.

PARTICULARS OF THE VESSEL.—Wood

hull; gross tonnage, 365.98 tons, regis-
tered tonnage, 343.98 tons; built at Hamburg
in 1876, and fully repaired in 1899; length, 130
feet; breadth, 25 feet 6 inches; depth, 14 feet;
with all necessary equipments for sailing.
The Barque can be inspected at any time.
The SALE will be made for CASH, payable
on transfer of the vessel. All Transfer Fees to
be paid by Eurohonor.
The Undersigned retain the right of accept-
ing or refusing any or all of the Tenders.
TENDERS will be received until 31st
JANUARY, 1902, and decided on the 5th
FEBRUARY, 1902.
N.B.—These particulars are presumed to be
correct, but are not guaranteed.
For further information, apply to
S. OYA,
Suwai-cho, 2-chome, Osaka.
Telephone: Nishi, No. 333.
Osaka, 10th December, 1901. [3298]

INTIMATIONS

NEW YEAR HOLIDAYS.

IN accordance with the provisions of Ordina-
nce No. 8 of 1875 the undermentioned
Banks will be CLOSED for the transaction of
Public Business on WEDNESDAY and
THURSDAY, the 1st and 2nd January, 1902.
For the CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA,
T. P. COCHRANE,
Manager.

For the HONGKONG & SHANGHAI BANKING
CORPORATION,
T. JACKSON,
Chief Manager.
For the NATIONAL BANK OF CHINA,
LIMITED,
GEO. W. F. PLAYFAIR,
Chief Manager.

For the MERCHANTS BANK OF INDIA,
LIMITED,
JOHN THURBURN,
Manager, Hongkong.
For the BANQUE DE L'INDO-CHINE,
Hongkong Agency,
L. BERINDOAGUE,
Acting Manager.

For the BANK OF CHINA & JAPAN, LIMITED,
J. W. R. TAYLOR,
Manager.
For the YOKOHAMA SPECIE BANK, LIMITED,
TARO HODSUMI,
Manager.

For the IMPERIAL BANK OF CHINA,
LIMITED,
E. W. RUTTER,
Manager.
For the DEUTSCH-ASIATISCHE BANK,
H. SCHOTTLANDER,
Acting Manager.

NEW YEAR HOLIDAYS.

THE Undermentioned Insurance Offices
will be CLOSED for the transaction of
Public Business on WEDNESDAY and
THURSDAY, the 1st and 2nd January, 1902.
JARDINE, MATHISON & CO.,
General Agents,
CANTON INSURANCE OFFICE, LIMITED,
and
General Managers,
HONGKONG FIRE INSURANCE COMPANY,
LIMITED,
W. J. SAUNDERS,
Secretary.
For the NORTH CHINA INSURANCE CO.,
LIMITED,
W. H. PERCIVAL,
Agent.
For the CHINA TRADERS' INSURANCE
CO., LIMITED,
W. H. RAY,
Secretary.
For the YANGTZE INSURANCE ASSOCI-
ATION, LIMITED,
SHEWAN TOMES & CO.,
Agents.
For the CHINA FIRE INSURANCE CO.,
LIMITED,
GEO. L. TOMLIN,
Secretary.
Hongkong, 23rd December, 1901. [3276]

NOTICE.

THE Undersigned carry in Stock an
extensive line of CIGARETTES and
CIGARETTES from the "GERMINAL" and
FACTORY of Manila, for which they are
Sole Agents in Hongkong. Prices moderate.
Stock of specially-selected quality. A trial
solicited. Special Terms to Exporters.
T. M. STEVENS & CO.,
Baconfield Arcade.
Hongkong, 2nd August, 1901. [1913]

THE REGISTRATION OF TRADE

MARKS ORDINANCE, 1898.
APPLICATION FOR REGISTRATION OF
TRADE MARK.
NOTICE IS HEREBY GIVEN that
T. B. HALL & CO., LIMITED,
carrying on business at Liverpool, England, as
Export Bottlers and Commission Agents have
on the 23rd day of October, 1901, applied for
the registration, in Hongkong, in the Register
of TRADE MARKS, of the following Trade
MARK:—The words "Boar's Head" and a repre-
sentation of a Boar's Head, with a piece of
rope underneath, in the name of T. B. HALL &
CO., LIMITED, who claim to be the prop-
rietors thereof. The Trade MARK is
intended to be used by the applicants forthwith
in respect of the following goods:—Fermented
Liquors and Spirits in Glass.
A facsimile of the Trade MARK can be seen
at the Office of the Colonial Secretary of
Hongkong.
Dated the 25th day of November, 1901.
DENNIS & BOWLEY,
Solicitors for the Applicants.

THE TRADE MARKS ORDINANCE, 1898

APPLICATION FOR REGISTRATION OF
TRADE MARK.
NOTICE IS HEREBY GIVEN that
WONG KAM SHANG of Victoria,
the Colony of Hongkong, Trader, has on the
24th October, 1901, applied for the registration,
in Hongkong, in the Register of TRADE
MARKS, of the following Trade MARK, viz:—
The figure of a four-footed mythical Chinese
beast, known as the "Ki Lun" out of whose
mouth a book is represented as coming with
four Chinese words in each corner of the
square border enclosing the animal which
together mean "Ki Lun forms our mark."
The whole being a design in red upon the
paper used for wrapping up tobacco in the
name of the said WONG KAM SHANG who
claims to be the sole proprietor thereof.
The Trade MARK is intended to be used by
the Applicant in respect of the following
goods in the following class, viz:—
In respect of a Tobacco-Wrappers in class 45.
A facsimile of such Trade MARK can be
seen at the Office of the Colonial Secretary of
Hongkong.
Dated the 28th day of October, 1901.
DEACON & HASTINGS,
Solicitors for the Applicant.

NOTICE.

DURING REPAIRS to one of the
Kowloon Peninsula cannot be maintained.
Water will, however, be TURNED ON from
about 9 A.M. till Noon.
It is anticipated that the repairs will be
completed and the full supply resumed within
a few days.
The districts of Mong-kok-tai and Yau-mai
are not included in the above Notice, as they are
supplied from a separate source.
W. CHATHAM,
Water Authority.
Hongkong, 14th December, 1901. [3174]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions
to Sell by Public Auction,
TO-DAY (SATURDAY),
the 28th December, 1901, at 2.30 P.M., at his
Sales Rooms, Duddell Street,
EIGHTY PIECES OF VERY FINE
IVORY CARVINGS;
Also
A Quantity of JAPANESE PORCELAIN
WARE,
Comprising—
TEASETS, DESSERT SETS, COFFEE
CUPS and SAUCERS, TEA POTS,
PLATES, VASES, JARDINIERS and
STANDS, &c., &c.;
and
A Few Pieces of CANTON BLACKWOOD
FURNITURE.
On View from Friday, the 27th December.
TERMS:—Cash on delivery.
GEO. F. LAMBERT,
Auctioneer.
Hongkong, 23rd December, 1901. [3271]

PUBLIC AUCTION.

THE Undersigned has received instructions
from Lieut. HENDLEY, A.M.D., to sell by
Public Auction,
TO-DAY (SATURDAY),
the 28th December, at 2.30 P.M., No. 4,
LYEEMOON VILLAS, Kowloon,
THE WHOLE OF HIS
HOUSEHOLD FURNITURE,
Comprising:—
Double and Single IRON BESTEADS
with WIRE and HAIR MATTRESSES,
TEAKWOOD OVERMANTEL DINNER
SERVICE, RUGS, TEAKWOOD DIN-
ING TABLE and CHAIRS, BOOKCASE,
SIDEBOARD &c., &c.;
One COTTAGE PIANO by W. Robinson
& Co.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 25th December, 1901. [3304]

PUBLIC AUCTION.

THE Undersigned has received instructions
from the Administrator of the Estate of
Mr. J. J. FRANCIS, K.C. (deceased) to Sell by
Public Auction,
on MONDAY,
the 30th DECEMBER, 1901, at 11 A.M., at his
Offices, No. 4, Des Vaux Road,
A Large Number of HISTORICAL,
BIOGRAPHICAL, CLASSICAL, SCIENTIFIC,
TITIC, RELIGIOUS, MEDICAL, EDU-
CATIONAL, MILITARY, NAVAL,
POLITICAL and LEGAL PORTOIAL
and THE DRAMA, TRAVEL and ADVEN-
TURE, ESSAYS, REFERENCE BOOKS
on SOUTH AFRICA and the FAR EAST,
MISCELLANEOUS WORKS, &c., &c.;
Also a Number of BOOKS in the French,
German and Spanish Languages.
Catalogues will be issued.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 24th December, 1901. [3268]

PUBLIC AUCTION.

THE Undersigned has received instructions
to sell by Public Auction,
on MONDAY,
the 29th JANUARY, 1902, at 2.30 P.M., at their
Sales Rooms, No. 20, Des Vaux Road,
The Wreck of the Steamship
"FUTAMI MARU,"
as she now lies on the Island of Miniloro near
Manila (Philippine Islands).
IN ONE LOT.
The HULL, PROPELLER, SHAFTS,
BOILERS and ENGINES, STEERING
GEAR, TACKLE, CHAINS, ANCHORS,
and all kinds of Material belonging to the ship.
A PHOTOGRAPH and PLAN can be
seen at the Office of the Auctioneers.
TERMS:—As Usual.
For further particulars, apply to
HUGHES & HOUGH,
Auctioneers.
Hongkong, 23rd December, 1901. [3270]

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Hongkong, 23rd December, 1901. [3270]

TO LET

No. 1, STEWART TERRACE, the
PRAK.
Apply to—
THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LD.
Hongkong, 17th July, 1901. [1789]

TO LET.

HOUSES in CLIFTON GARDENS, Conduit
Road.
HOUSES at CAUSEWAY BAY, facing the
Polo Ground.
A HOUSE in RIFON TERRACE.
"THE RETREAT," Mount KHELETT.
GODOWNS at BLUE BUILDINGS.
Apply to—
THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LD.
Hongkong, 28th November, 1901. [3028]

TO LET.

No. 6, SEYMOUR TERRACE.
Apply to—
No. 5, SEYMOUR TERRACE.
Hongkong, 3rd December, 1901. [3077]

TO LET.

"FERNSIDE," No. 37, ROBINSON
ROAD.
Apply to—
S. A. RAMJAHN,
Care of Thomas's Grill Room.
Hongkong, 1st August, 1901. [1937]

TO LET.

GODOWN, No. 5A, DUDDELL STREET.
Apply to—
THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LD.
Hongkong, 28th November, 1901. [1632]

TO LET.

A SPACIOUS GODOWN, well built of
Brick and Stone, at WANCHAI, MATHE-
SON STREET.
Apply to—
CARLOWITZ & CO.,
Sales Office.
Hongkong, 10th September, 1901. [3002]

TO LET.

EUROPEAN HOUSES Nos. 4, 5A, 7,
and 8, WILD DILL, WANCHAI
ROAD (Suitable for Apartments and Boarding
Houses).
Apply to—
SANG KEE,
72, Wing Lok Street.
Hongkong, 29th October, 1901. [2753]

TO LET.

1ST, 2ND and 3RD FLOORS of No. 35,
QUEEN'S ROAD CENTRAL, next to
Messrs. LANE, CHAMFORD & Co., now nearing
completion. Suitable for Offices.
Apply to—
WING CHEONG,
Nos. 1 & 3, D'Almeida Street.
Hongkong, 8th October, 1901. [3102]

TO LET.

HOUSES (now ready for occupation) in a
first-class business locality, DES
VUX ROAD CENTRAL, next to a Taxi
Furniture Store.
Ground Floors suitable for Shops. Upper
Floors have plastered ceilings and walls, and
are very suitable for Offices.
Apply to—
J. S. LEE & CO.,
Care of WING CHEONG TAI,
240, Des Vaux Road West.
Hongkong, 10th December, 1901. [3141]

TO LET.

A NICELY FURNISHED ROOM with
Bath and Board, in Private Family, Close
to Train Station. Splendid View, and Very
Healthy. First-class Table.
Address—
Care of Daily Press Office.
Hongkong, 11th October, 1901. [2388]

TO LET.

FROM the 1st of January, 1902, an
OFFICE.
Apply to—
NORDDEUTSCHE LLOYD,
Superintendent Office,
3, Queen's Building, Top Floor.
Hongkong, 14th December, 1901. [3170]

TO LET.

"BELLEVUE," PEAK ROAD, from 1st
January.
Apply to—
THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LD.
Hongkong, 4th December, 1901. [3028]

TO LET.

FIVE ROOMED BUNGALOW
"RHEDA," BONHAM ROAD, Begin-
ning 1st January, 1902.
Apply to—
LIAO TZE SAN,<

SORE HANDS

Red, Rough Hands, Itching Burning Palms and Painful Finger Ends

ONE NIGHT TREATMENT

Soak the hands on retiring in a strong, hot, creamy lather of CUTICURA SOAP. Dry, and anoint freely with CUTICURA, the great skin cure and purest of emollients. Wear, during the night, old, loose kid gloves, with the finger ends cut off and air holes cut in the palms. For red, rough, chapped hands, dry, fissured, itching, feverish palms, with shapeless nails and painful finger ends, this treatment is simply wonderful.

Millions of Women Use Cuticura Soap

Exclusively for preserving, purifying, and beautifying the skin, for cleaning the scalp of crusts, scales, and dandruff, and the stopping of falling hair, for softening, whitening, and smoothing red, rough, and sore hands, in the form of bath for annoying irritations, it is a most effective and safe remedy for all skin diseases, and for many other ailments which readily suggest themselves to women, and especially mothers, and for all the purposes of the toilet, bath, and nursery. No amount of persuasion can induce those who have once used it to use any other, especially for preserving and beautifying the skin, scalp, hair, and hands. No other foreign or domestic toilet soap, however expensive, is so compared with it for all the purposes of the toilet, bath, and nursery. Thus it combines in ONE SOAP at ONE PRICE, the best skin and complexion soap, the best toilet and best baby soap in the world.

Complete External and Internal Treatment for Every Humour, including all skin diseases, such as eczema, psoriasis, and all other eruptions, and all other ailments of the skin, scalp, hair, and hands. It is a most effective and safe remedy for all skin diseases, and for many other ailments which readily suggest themselves to women, and especially mothers, and for all the purposes of the toilet, bath, and nursery. Thus it combines in ONE SOAP at ONE PRICE, the best skin and complexion soap, the best toilet and best baby soap in the world.

RUPTURE RELIEVED AND OFTEN CURED BY THE USE OF OUR PATENT TRUSS INVENTION.

The Lancet, October 3rd, 1885, says: "It is comfortable, adapts itself readily to the movement of the body, and is very effective."
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A QUEEN OF HEARTS.

BY
A. ST. JOHN ADCOCK

(Author of "In the Wake of the War," "End
End Idylls," &c.)

(Continued.)

On the Wednesday following that memorable day, Mr. Fleet being recovered, was discharged, but departed with a manifest reluctance. He appeared, indeed, to be agitated by fears for the health of Mr. Hendry, and twice came back to shake hands with him, and enquired if he felt any better, before he finally departed.

As a consequence, perhaps, of these fears, he returned next Sunday in the character of a visitor. He returned wearing a tall hat, a neat check suit, and a new pocket watch, in point of colour, might have been the remnant of a rainbow, yet his demeanour remained as diffident as when he had been less gorgeously attired. He questioned Mr. Hendry narrowly about the state of his health.

"I'm doing capital," Mr. Hendry reassured him. "All of us are. Buncle, here, goes out to-morrow, and I shall be out at the end of the week, and if you care, to come round and take a cup of tea with me next Sunday at home, I'd be very pleased to see you, sir."

Mr. Fleet promised to see what he could do about that, but was not at all sure he could manage it. He had so many engagements, and was even now pressed for time, having merely dropped in as he happened to be passing. While he was gazing at his watch, however, Mrs. Hendry and Rose arrived, so he had to linger to talk with them, and went on lingering after he had done talking, as if he had forgotten he was a visitor.

Outside, he was surprised to find that Mrs. Hendry and Rose were going in the same direction as he was. Whence it naturally devolved upon him to help them into a 'bus, and he sat down with Mrs. Hendry, saying he was glad they were going his way, as he liked to have somebody to talk to, after which he appeared to have nothing whatever to say.

He alighted with them in the Euston Road, and by an agreeable coincidence, his nearest route took him through dense obscure thoroughfares with them, and down the very street wherein their shop was situated; at the door of which he jerked out his watch, wished them hasty farewells, and ran away.

Before next Sunday, Mr. Hendry was home; and in the twilight of that Sunday afternoon, with a muffin-bell waiting from the distance, and a lamp-lighter fitting up the street making humming sounds of yellow in the mist, Mr. Fleet knocked hesitatingly at the shop door, and Rose opened it.

"Oh," he faltered, frowning as if he had some difficulty in recognising her. "Does Mr. Hendry live here? Ah! To be sure. Miss Hendry. How do you do? Is—your father in?"

"Is that Mr. Fleet?" Mr. Hendry called from within. "Come in, Mr. Fleet. Come right in, sir, an welcome."

So Mr. Fleet went in, and was hailed with such unqualified geniality that, of course, he had not the heart to refuse to sit down and partake of tea with the family.

"I made a many good friends during the three weeks I was in that hospital, Mr. Fleet," cried Mr. Hendry, beaming with contentment. "What a warm-hearted lot o' fellows most of 'em were, eh? Two of 'em came in, casual, yesterday, just to see me, and let me know they was out. Then here's you. An' I'm expectin' Buncle this evening." He said he'd be pleased to meet you again.

Shortly after tea, Buncle slouched in, stolid and taciturn; if he derived any pleasure from the sight of Mr. Fleet, he did not show it, and the bearing of Mr. Fleet towards him was similarly lacking in affability. When the formal amenities of meeting were disposed of, they avoided looking at or addressing each other; and, though he was only vaguely aware of this coldness, it was, maybe, with some idea of relieving the general constraint thus engendered that Mr. Hendry presently proposed to entertain the evening with melody.

"My daughter, Rose," he observed with conscious pride—"I may have mentioned before how beautifully she sings? Well, you ought to hear her."

Rose laughingly demurred, but when he produced a shabby accordion from a soap box under the dresser and after a little preliminary trifling, began to drone out the simple, plaintive air of a popular hymn, she joined her voice to his music with further alacrity.

It was not a remarkable voice, but it held at least two of its bearers rapt in a listening ecstasy, and the plain, pleasant face was transfused as she sang, that the light of the lamp shining on it might have been a light from heaven: her earthly attributes seemed to be falling from her with every note she breathed; she became so rarefied and spiritualised that she wavered before Mr. Fleet, at least, like a celestial vision and vanished, and he had to rub a furtive knuckle into his eyes before he could see her again.

There was a sweet seriousness, a subduing tenderness about her singing that affected Buncle and Mr. Fleet with a sensation of being in church, and waiting to stop there. But the singing ended, and they had to go.

She opened the door to let them out and shook hands with them both, and was astonished to see them go off in opposite directions without saying good-night to each other.

No doubt it was singular, too, in such circumstances, that when she set out an hour later to return to her place of business, Mr. Fleet overtook her, and startled by so unexpected an encounter, conveyed to her that he had been hurrying home ever since they parted, and ascribed his coming up with her to the simple fact that they both happened to be going the same way. Rose was, perhaps, shyer with him that night, and less talkative than hitherto, but she expressed no doubt of his explanation, and accepted his escort with a timorous submission that made Mr. Fleet timorous, and hopeful, and despondent all at once.

About the middle of the week Buncle shouldered uneasily into the shop, and lolled across the counter talking of nothing in particular, whilst Mr. Hendry was hammering at a new sole on an old boot.

"I'm after a job near here, Mr. Hendry," Buncle remarked incidentally. "I'm after a job as a billiard-marker."

"Bin in that line afore, eh?"

"No. Not exactly. I've bin almost everything else, though," grinned Buncle. "Bin in the meat trade, coal trade, all sorts o' trades—always in an 'out,' y'know, never settled down to nothing. The ring spoils a bloke for settlin' down. But this billiard-markin' 'll be a reg'lar job, and it'll suit me a treat."

"You want a reg'lar job," Mr. Hendry considered, "like that young chap, Fleet. He's a steady sort, he is. Clerk in a vinegar factory, say bin in the same job ever since he was a boy and didn't start too, too."

"Ah, yes. But he's one o' them coves as'll just lay down where they fall," said Buncle with contempt. "He ain't no class, that bloke."

Emigration Consolidation Ordinance, 1889, there are one or two slight alterations which I think it would be desirable to make. I have read it over with the Harbour-Master since my return, and we have made some slight alterations.

The Council went into Committee on the Bill, and it was considered clause by clause. On resuming, The Bill was read a third time and passed on the motion of the ATTORNEY-GENERAL, seconded by the HARBOUR MASTER.

The Council then adjourned sine die. FINANCE COMMITTEE. A meeting of the Finance Committee was held immediately afterwards, the Hon. Colonial Secretary presiding.

STEAM LAUNCHES. The Governor recommended the Council to vote a sum of three hundred and thirty-nine dollars (\$339) in aid of the vote of \$15,200 for Coals, repairs, &c., to steam-launches, Harbour Master's Department.

The CHAIRMAN—The Hon. Harbour Master, in applying for this vote, points out that the actual cost of repairs, &c., to the launches has exceeded the estimate by nearly \$1,000. In order to meet this excess the vote is necessary.

The recommendation was approved. SANITARY AND POLICE EXPENSE. The Governor recommended the Council to vote a sum of one thousand two hundred and fifty-two dollars and fifty cents (\$1,252.50) to cover the cost of—

13 pairs of wheels and axles complete at \$22.50 per pair	\$ 292.50
24 pairs of cushion tyres at \$40 per pair	960.00
Total	\$1,252.50

for the use of the Sanitary and Police Departments.

The CHAIRMAN—The Medical Officer of Health in his letter says that four ambulances have been built and are only waiting for wheels. I am sure all the members of the committee will agree to this very desirable expenditure.

The recommendation was approved. PUBLIC WORKS. The Governor recommended the Council to vote a sum of nineteen thousand and two hundred dollars (\$19,200) in aid of the following votes:—

Public Works, annually recurrent expenditure	\$ 2,700.00
Maintenance of buildings	10,000.00
Maintenance of macadamised roads in Victoria	500.00
Maintenance of Public wall and piers	2,000.00
Maintenance of waterworks, city and bill district	4,000.00
Drainage works, miscellaneous	4,000.00
Total	\$19,200.00

The CHAIRMAN—If any hon. member wishes any explanation of any of these items the Director of Public Works will be glad to furnish it.

Hon. T. H. WHITEHEAD—It appears that there is a very large expenditure in excess of the estimated cost for the maintenance of macadamised roads. How is it that there has been this excess?

The DIRECTOR OF PUBLIC WORKS—It is very well known, as being a subject of general comment, that the roads have been in bad condition for some time past, and every effort has been made to bring them into a satisfactory state. It has been necessary to undertake very large repairs under that vote in order to bring them up to anything like a satisfactory condition. Then again the increase of the vote has not, I think, kept pace with the increase in the surface of roads which it is necessary to maintain. The Praya reclamation, as everyone knows, has added an immense area to the road surface of the Colony, and my opinion is that the vote has not been correspondingly increased, when the extra cost of labour and material is taken into account with the increase of area. These are the only explanations I can give so far.

THE CIVIL SERVICE VOTE. The Governor recommended the Council to vote a sum of thirty thousand seven hundred and twenty-eight dollars and twenty-seven cents (\$30,728.27) to meet the cost of increases of salaries of the subordinates in the Civil Service during the current year.

The recommendation was approved.

REGISTRATION OF EMIGRANTS. The ATTORNEY-GENERAL—As regards the next item, the third reading of the Bill entitled an Ordinance to further amend the Chinese

(Continued from page 3.) to test the opinion of my unofficial colleagues and I am quite ready to discuss the question; I only put this out as a feeler, so that we may all see what opinion will be expressed and whether we are unanimous in sanctioning this decision of the Secretary of State.

Hon. J. J. DILLI—Having-I have much pleasure in seconding the proposition put before the Council. I heartily agree with what Dr. Ho Kai has said.

Hon. W. A. YUK—I beg to concur with all Dr. Ho Kai has said.

Hon. T. H. WHITEHEAD—I would certainly have seconded the proposal and my sympathies are entirely with the civil servants. But, sir, I would like if this motion could be postponed until next meeting of the Council with the view of having an opportunity of going into the matter. This is the first, practically, I have heard of the motion. I did not know that it was to be brought forward today, and if it was to make no difference I would like time to give it full consideration. If your Excellency would give the unofficial members an opportunity of perusing the despatches which have passed I have no doubt at all that a unanimous vote could be come to.

THE EXCELLENCY THE GOVERNOR—I quite understand the position of the hon. member. I may tell you that I gave this at once to the senior unofficial member of the Council with a view to his communicating with the other members. Unfortunately you were not here, being away at the time. Of course if it is the wish of the unofficial members that it should be postponed, I am in their hands. As to the despatches, they were confidential; I have said as much as I can regarding them, and I do not think I can make them public, because they were confidential and mention some matters that perhaps it might be as well not to publish. I have no objection to show the hon. member the despatch if he wishes to see it. Perhaps that would be quite sufficient.

Hon. J. THURGOOD—I quite concur with what Dr. Ho Kai has said on every ground but especially on the ground that it is most undesirable that our officials should be paid less than those of any other Colony. As you, sir, mentioned in your speech, we would get the worst men. There is no question about that, and I think that is one of the strongest reasons why we should grant this increase. For my part, I have much pleasure in supporting it.

HIS EXCELLENCY THE GOVERNOR—I do not know whether I mentioned it, but the proposal that this increase should take place from the first of next month, and that one of the reasons I wished to bring the matter before the Council today before the first of next month. As a rule I disapprove of retrospective in such cases, and I think it is better that we have the thing arranged before the date arrives. If it is the wish of the unofficial members that it be postponed, I am entirely in their hands.

Hon. T. H. WHITEHEAD—In deference to what has been said, I will not press my proposal. I have no desire to stand in the way. Only before giving my vote on a question involving a very considerable outlay of money, I should have liked to have had an opportunity of fully considering and discussing all the pros and cons. My sympathies are entirely with the resolution, but as an ordinary matter of business I should have liked to have had an opportunity of going into the matter and discussing it in all its different phases and on its merits. Still I have no desire to oppose the wishes of the majority.

The motion on being put to the Council, was carried unanimously.

BIRTHS AND DEATHS REGISTRATION. The ATTORNEY-GENERAL—The first item in the orders of the day is the second reading of a Bill entitled an Ordinance to amend the Births and Deaths Registration Ordinance, 1886. There are one or two matters in this Bill which I should take more fully to consider before it is brought on, and as there is no great urgency in the matter I would ask you, sir, to postpone the second reading to some future occasion after it has been more fully discussed.

This was agreed to.

REGISTRATION OF EMIGRANTS. The ATTORNEY-GENERAL—As regards the next item, the third reading of the Bill entitled an Ordinance to further amend the Chinese

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1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BRNTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	JAVA	Brit. str.	2 m.	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	To-day, at Noon.
LONDON, via SUEZ CANAL	GLENFARG	Brit. str.	2 m.	Donaldson	McKENNOR BROS. & GOW	On 2nd Jan. at Noon.
LONDON &c. via PORTS OF CALL	VALETTA	Brit. str.	2 m.	A. G. Cubitt, R.N.R.	P. & O. S. N. Co.	On 4th Jan. at Noon.
LONDON	DUVALION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 7th Jan. at Noon.
LONDON	PELUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 11th Jan. at Noon.
LONDON	STENTOR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 14th Jan. at Noon.
LONDON	IDOMENEUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th Jan. at Noon.
LONDON	AXAX	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 20th Jan. at Noon.
LIVERPOOL DIRECT	PAIROCLUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 24th Jan. at Noon.
LIVERPOOL DIRECT	TANTALUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th Jan. at Noon.
MARSEILLES, &c. via PORTS OF CALL	YANBA	Brit. str.	2 m.	Negre	MEMBERS & CO.	On 30th inst. at 1 P.M.
MARSEILLES, LONDON & ANTWERP, v. STONE, &c.	KANAWA MARU	Jap. str.	2 m.	J. Mackenzie	NIPPON YUSEN KAISHA	On 10th Jan. at Daylight.
BAL MEN, via PORTS OF CALL	PRINCESS IRIS	Ger. str.	2 m.	Dammann	MEMBERS & CO.	On 8th Jan. at Noon.
HAVRE, BREMEN, ROTTERDAM & HAMBURG	NUERNBERG	Ger. str.	2 m.	Ammon	HAMBURG-AMERIKA LINIE	On 4th Jan. at Noon.
HAVRE, ROTTERDAM & HAMBURG	STRASSBURG	Ger. str.	2 m.	Madsen	HAMBURG-AMERIKA LINIE	On 28th Jan. at Noon.
HAVRE, BREMEN & HAMBURG	SAMBIA	Ger. str.	2 m.	Schmidt	HAMBURG-AMERIKA LINIE	On 12th Jan. at Noon.
HAVRE & HAMBURG	AMERICA	Ger. str.	2 m.	Duckstein	HAMBURG-AMERIKA LINIE	On 26th Jan. at Noon.
HAVRE & HAMBURG	C. FERD. LAEISZ	Ger. str.	2 m.	Fuchs	HAMBURG-AMERIKA LINIE	On 15th Jan. at Noon.
TRIESTE via SINGAPORE, &c.	MARIA VALERIE	Aus. str.	2 m.	Bollen	SANDBER, WIEBER & CO.	On 15th Jan. at Noon.
NEW YORK via PORTS & SUEZ CANAL	ORONAT	Brit. str.	2 m.		DODWELL & CO., LIMITED	On or about 31st inst.
NEW YORK via SUEZ CANAL	ASAMA	Brit. str.	2 m.		SHAW, WATSON & CO.	On 31st inst.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	R. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On 15th Jan. at Noon.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	E. Beetham	CANADIAN PACIFIC R. CO.	On 29th Jan. at Noon.
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	OLYMPIA	Brit. str.	4 m.	J. Trubridge	BUTTERFIELD & SWIRE	On 11th Jan. at Noon.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	IYO MARU	Jap. str.	2 m.	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 31st inst. at 4 P.M.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	KINSHU MARU	Jap. str.	2 m.	F. L. Pyne	PENINSULAR & ASIATIC S.S. CO.	On 13th Jan. at 4 P.M.
PORTLAND-OREGON	INDRAVELLI	Brit. str.	2 m.	W. E. Craven, R.N.R.	BUTTERFIELD & SWIRE	To-day.
AUSTRALIAN PORTS	CHINGTU	Brit. str.	2 m.		NIPPON YUSEN KAISHA	On 16th Jan. at Noon.
AUSTRALIAN PORTS	KUMANO MARU	Jap. str.	2 m.	E. W. Haswell	NIPPON YUSEN KAISHA	On 2nd Jan. at 4 P.M.
AUSTRALIAN PORTS	ABILA	Brit. str.	2 m.	St. John George	GIBB LIVINGSTON & CO.	On 5th Jan. at Noon.
KOBEHAMA via SHANGHAI, MOJI & KOBE	SHANGHAI	Brit. str.	2 m.	E. Spicer, R.N.R.	P. & O. S. N. Co.	On or about 30th inst.
KOBE DIRECT	HIROSHIMA MARU	Jap. str.	2 m.	T. Mui	BUTTERFIELD & SWIRE	On 31st inst. at Noon.
KOBE & YOKOHAMA	CHANGSHA	Brit. str.	2 m.	J. W. Wale	NIPPON YUSEN KAISHA	On 12th Jan. at Noon.
KOBE & YOKOHAMA	TAMBA MARU	Jap. str.	2 m.	H. Davis	NIPPON YUSEN KAISHA	On 17th Jan. at Daylight.
NAGASAKI, KOBE & YOKOHAMA	BINGO MARU	Jap. str.	2 m.	H. Fraser	NIPPON YUSEN KAISHA	On 2nd Jan. at Daylight.
NAGASAKI, KOBE & YOKOHAMA	KASUGA MARU	Jap. str.	2 m.	H. Fraser	NIPPON YUSEN KAISHA	On 17th Jan. at Noon.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	PRINZ HEINRICH	Ger. str.	2 m.	R. Heintze	MEMBERS & CO.	Quick despatch.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	CALEDONIAN	Gen. str.	2 m.	Blano	MEMBERS & CO.	On or about 31st inst.
SHANGHAI	YOKOHAMA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 2nd Jan. at Noon.
SHANGHAI	COROMANDEL	Brit. str.	2 m.	E. W. Vibert	P. & O. S. N. Co.	On or about 4th Jan.
SHANGHAI & CHINKIANG	ELITA NOSSACK	Ger. str.	2 m.	Brühn	ELBAH & CO. LONDON	On 4th Jan. at 4 P.M.
FOOCHOW via SWATOW & AMOY	ANPING MARU	Jap. str.	1 m.	K. Suzuki	MITSUI BUSSAN KAISHA	On 2nd Jan. at Noon.
ANPING, via SWATOW & AMOY	MAIDZURU MARU	Jap. str.	1 m.	T. Saito	MITSUI BUSSAN KAISHA	On 8th Jan. at Noon.
AMOY, SAMARANG & SOURABAYA	SHANTUNG	Brit. str.	2 m.	T. Kitano	BUTTERFIELD & SWIRE	To-morrow.
TAMSUI, via SWATOW & AMOY	DAIGI MARU	Jap. str.	1 m.		MITSUI BUSSAN KAISHA	To-morrow.
SAMARANG & SOURABAYA	BRINKHORN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	To-day.
MANILA	KUMANO MARU	Jap. str.	2 m.	E. W. Haswell	NIPPON YUSEN KAISHA	On 2nd Jan. at 4 P.M.
MANILA	ROSETTA MARU	Jap. str.	2 m.	Tate	MITSUI BUSSAN KAISHA	On or about 4th Jan.
MANILA	CHUNGU	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 16th Jan. at Noon.
MANILA, CEBU & ILOILO	SUNGKIANG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 30th inst.
BOMBAY via SINGAPORE & COLOMBO	KAGOSHIMA MARU	Jap. str.	2 m.	K. Kori	NIPPON YUSEN KAISHA	On 4th Jan. at Noon.
SINGAPORE, PENANG & CALCUTTA	LAISANG	Brit. str.	2 m.	Payne	JARVIS, MATHSON & CO.	On 31st inst. at Noon.

SHIPPING.

ARRIVALS.
Dec. 26, ARIAKE MARU, Japanese str., 2,183, T. Tashiro, Kutchinzu 21st Dec. Coal.
M. B. K. H. str., 2,631, G. W. Gordon, R.N.R., Poonchow 25th Dec. General.
Dec. 27, CHELYDEA, British str., 1,573, R. Cox, Banjauwagi (Java) 17th Dec. Sugar.
Dec. 27, HONOMO, British str., 2,555, W. Dawson, Singapore 21st Dec. General.
Dec. 27, HONOMO, British str., 1,558, H. R. Cope, Moji 22nd Dec. Coal.
Dec. 27, KONG-BAO, German steamer, 862, Mollmann, Bangkok 20th Dec. Rice.
Dec. 27, KWANGSING, British str., 1,243, Blake, Taku 21st Dec. and Chefoo 22nd, General.
Dec. 27, KWEILIN, British str., 1,018, D. H. Mackenzie, Tugku 20th Dec. Groundnuts.
Dec. 27, NANCHANG, British str., 1,060, Findlayson, Tientsin 19th Dec. and Chefoo 22nd, General.
Dec. 27, TIENTSIN, British str., from Canton.
Dec. 27, WOSUNG, British str., 1,109, M. Dawson, Shanghai 24th Dec. General.
Dec. 27, BUTTERFIELD & SWIRE.

CLEARANCES.

At the Harbour Master's Office.
27th December.
Aiko Craig, British str., for Moji.
Brickburn, British str., for Samang.
Hadesa, British str., for Mororan.
Halong, British str., for Swatow.
Hongkong, French str., for Haiphong.
J. K. Walker, American bark, for Yokohama.
Longwood, German str., for Shanghai.
Pac, Belgian str., for Saigon.
Stentor, British str., for Shanghai.
Tenzai, British str., for Manila.
Thyra, Norwegian str., for San Francisco.
Victoria, British str., for Tacoma.
Wakan Maru, Japanese str., for London.
Wanwei, German str., for Bangkok.
Wanning, British str., for Canton.

VESSELS IN DOCK.

27th December.
ABERDEEN DOCK.—
LONDON DOCKS.—Canton River, H. J. Alcock, British str., for Haiphong.
H. B. M. S. Sigsbee, H.M.S. Britomart, General.
COSMOPOLITAN DOCK.—Tientsin, H. J. Alcock, British str., for Haiphong.
H. B. M. S. Sigsbee, H.M.S. Britomart, General.
HONGKONG DOCK.—
J. K. Walker, American bark, for Yokohama.
Longwood, German str., for Shanghai.
Pac, Belgian str., for Saigon.
Stentor, British str., for Shanghai.
Tenzai, British str., for Manila.
Thyra, Norwegian str., for San Francisco.
Victoria, British str., for Tacoma.
Wakan Maru, Japanese str., for London.
Wanwei, German str., for Bangkok.
Wanning, British str., for Canton.

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Wakan Maru, Japanese str., for London.
Wanwei, German str., for Bangkok.
Wanning, British str., for Canton.

VESSELS ON THE BERTH

IMPERIAL GERMAN MAIL LINE
STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.
THE Imperial German Mail Steamship

"PRINZ HEINRICH"
OF THE NORDDEUTSCHER LLOYD.
Captain R. Heintze, due here with the outward German Mail about the 30th instant, will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO., Agents.
Hongkong, 27th December, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship

"LAISANG."
Captain Payne, will be despatched as above on TUESDAY, the 31st inst., at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & CO., General Managers.
Hongkong, 24th December, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTES FRANÇAIS.
FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.
THE Company's Steamship

"CALEDONIE."
Captain Blane, will be despatched for the above ports on or about TUESDAY NEXT the 31st instant.
For Freight or Passage, apply to
P. DE CHAMPORIN, Agent.
Hongkong, 25th December, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK.
VIA PORTS AND SUEZ CANAL.
PROPOSED SAILINGS FROM HONGKONG.
"ORONAT" About 10th Jan.
"AFRIDI" About 20th Jan.
"HILLGLEN" About 30th Jan.
"LOWTHER CASTLE" About 10th Feb.
For Freight and further information, Apply to
DODWELL & CO., LTD.
Hongkong, 28th November, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)
THE Steamship

"ATLANTIC."
Captain St. John George, will be despatched as above on (THURSDAY), the 9th January, 1902, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to
GIBB LIVINGSTON & CO., Agents.
Hongkong, 17th December, 1901.

THE SHIP
Captain St. John George, will be despatched as above on (THURSDAY), the 9th January, 1902, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

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For Freight or Passage, apply to
GIBB LIVINGSTON & CO., Agents.
Hongkong, 17th December, 1901.

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ITO MARU	VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE & YOKOHAMA.	MONDAY, 30th December, at 4 P.M.
HEROSHIMA MARU	KOBE (Direct).	TUESDAY, 31st December, at Noon.
BINGO MARU	NAGASAKI, KOBE and YOKOHAMA.	TUESDAY, 2nd January, at DAYLIGHT.
KYUHO MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	THURSDAY, 2nd January, 1902, at 4 P.M.
KAGOSHIMA MARU	BOMBAY via SINGAPORE and COLOMBO.	THURSDAY, 4th January, at Noon.
KANAGAWA MARU	MARSEILLES, LONDON, and ANTWERP via SINGAPORE, PENANG, COLOMBO & PORT SAID.	FRIDAY, 10th January, at DAYLIGHT.
KINSHU MARU	VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE & YOKOHAMA.	MONDAY, 13th January, at 4 P.M.
TAMBA MARU	KOBE & YOKOHAMA.	FRIDAY, 17th January, at DAYLIGHT.
KARUGA MARU	NAGASAKI, KOBE and YOKOHAMA.	FRIDAY, 17th January, at Noon.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Colar Road.

A. S. MIHARA, Manager.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—5,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

"EMPEROR OF CHINA" Comm. H. Archibald, R.N.R. WEDNESDAY, 15th Jan. 1902
"TARTAR" Comm. E. Bootham, R.N.R. WEDNESDAY, 29th Jan. 1902
"EMPEROR OF INDIA" Comm. O. P. Marshall, R.N.R. WEDNESDAY, 12th Feb. 1902
"ATHENIAN" Comm. E. Bootham, R.N.R. WEDNESDAY, 26th Feb. 1902
"EMPEROR OF JAPAN" Comm. H. Pyne, R.N.R. WEDNESDAY, 12th Mar. 1902

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVE (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, as a direct connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given direct.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 8, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CABS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

SPECIAL EXTRA SERVICE.
The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all ports in CANADA and the UNITED STATES.

In addition to the excellent First Class Passenger accommodation, the "ATHENIAN" takes and Cabin Passengers with accommodation arranged on the Pacific, also Clergymen, The "TARTAR" takes First Class and Storage Passengers only. The route is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
Prince's Street.

Hongkong, 19th December, 1901.

PORTLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE & YOKOHAMA, FOR PORTLAND, OREGON.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS CAPTAIN HONGKONG.
"INDRAVELLI" 4,899 W. E. Craven, R.N.R. December 28, 1901
"TARTAR" 4,899 A. E. Hollisworth January 14, 1902
"KNIGHT COMPANION" 4,111 C. E. Froggatt, R.N.R. February 13, 1902

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, GENERAL AGENT.
Hongkong, 11th December, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FAHRDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NUERNBERG	HAVRE, BREMEN, ROTTERDAM and HAMBURG.	On 4th Jan. 1902 } Freight
STRASSBURG	HAVRE, ROTTERDAM and HAMBURG.	On 13th Jan. 1902 } Freight
SAMBIA	HAVRE, BREMEN and HAMBURG.	On 23rd Jan. 1902 } Freight
AMERICA	HAVRE & HAMBURG.	On 12th Feb. 1902 } Freight
C. FERD. LAEISZ	HAVRE & HAMBURG.	On 26th Feb. 1902 } Freight

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR JAPAN, CHINA, AND THE EAST.

FOR JAPAN, CHINA, AND THE EAST.

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FOR JAPAN, CHINA, AND THE EAST.

VESSELS ON THE BERTH

CHINA NAVIGATION CO., LIMITED.

FOR	STAMERS	TO SAIL
SAMARANG and SOERABAYA	"BRINKBURN"	On 28th December.
AMOI, SAMARANG and SOERABAYA	"HANKUNG"	On 29th December.
MANILA, CEBU and ILOILO	"SUNGKUNG"	On 30th December.
SHANGHAI	"WOOSUNG"	On 2nd January, 1902
Kobe and YOKOHAMA	"CHANGSHA"	On 12th January, 1902
MANILA	"CHINGTU"	On 16th January, 1902
PORT DARWIN, THURSDAY	"CHINGTU"	On 16th January, 1902
ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY, and MELBOURNE		

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A daily qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 18th November, 1901.

OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS	TO SAIL
GLASGOW and LIVERPOOL	"MEMNON"	On 3rd January.
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 8th January.
GLASGOW and LIVERPOOL	"TANTALUS"	On 18th January.
GLASGOW and LIVERPOOL	"AJAX"	On 22nd January.
GLASGOW and LIVERPOOL	"PHEBUS"	On 31st January.

FOR	HOMEWARDS	TO SAIL
LONDON	"DEUCALION"	On 7th January.
LONDON	"PELEUS"	On 21st January.
LONDON	"STENTOR"	On 4th February.
LONDON	"IDOMENEUS"	On 18th February.
LONDON	"AJAX"	On 4th March.
LIVERPOOL DIRECT	"PATROCLOS"	On 20th January.
LIVERPOOL DIRECT	"TANTALUS"	On 15th February.

S.S. "STENTOR" from GLASGOW and LIVERPOOL arrived on the 25th inst. and leaves for SHANGHAI and JAPAN, at Noon, to-day, 27th inst.

For Freight, apply to—

BUTTERFIELD & SWIRE, AGENTS O. S. S. Co.

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OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STAMERS	LEAVING
TAMSWI, VIA SWATOW AND AMOI	"DAIGI-MARU"	SUNDAY, 29th December.
TAMSWI, VIA SWATOW AND AMOI	"DAIJIN MARU"	SUNDAY, 5th January.
ANPING, VIA SWATOW AND AMOI	"MAIDZURU MARU"	WEDNESDAY, 8th January, 1902
FOOCHOW, VIA SWATOW AND AMOI	"ANPING MARU"	THURSDAY, 2nd January, 1902

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a daily qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pooton at the Customs water-front premises at Tamswi to land all passengers and cargo.

OSAKA SHOSHEN KAISHA.

For Freight, Passage, and further information, apply to—

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 18th December, 1901.

TOYO KISEN KAISHA.

(ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

THE COMPANY'S WELL-KNOWN STEAMSHIP

"ROSETTA MARU"

Captain Tate, having been placed on the above Service, will be despatched hence for MANILA, on or about SATURDAY, the 4th January, 1902, at Noon.

Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light.

For Freight or Passage, apply to—

THE MITSUI BUSSAN KAISHA.

AGENTS.

No. 6, Ice House Street and Corner of Des Vaux Road, First Floor.

Hongkong, 25th December, 1901.

THE STEAMSHIP

"ASAMA"

Captain Beman, will be despatched as above on 31st December.

For Freight, apply to—

SHEWAN TOMES & CO.

Hongkong, 28th December, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH, AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL, AND AMERICAN PORTS.

THE STEAMSHIP

"VALETTA"

Captain A. C. Gubitt, R.N., carrying the Majesty's Mail, will be despatched from this for Bombay, on SATURDAY, the 4th January, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed to Bombay without transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to—

E. A. HEWITT, Superintendent.

Hongkong, 23rd December, 1901.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANÇAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN, AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX, ALGER.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 30th December, 1901, "YARRA" Captain Negro, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the s.s. "Polynesien" which vessel take on her Passengers and Mails leaving that port on the 11th January, 1902, direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 29th December. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

P. DE CHAMPMORIN, Acting Agent.

Hongkong, 19th December, 1901.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON VIA SUEZ CANAL.

THE STEAMSHIP

"GLENFARG."

Captain Donaldson, will be despatched as above on THURSDAY, the 2nd January, at Noon.

For Freight, Passengers apply to—

MCGREGOR BROS. & GOW.

Hongkong, 24th December, 1901.

NIPPON YUSEN KAISHA.

FOR MANILA.

THE COMPANY'S STEAMSHIP

"KUMANO MARU"

3,875 Tons Gross, Captain E. W. Haswell, will be despatched for the above port on THURSDAY, the 2nd January, at 4 p.m.

This new Mail Steamer is especially constructed for service in the Tropics, and is provided with superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Stowage carried.

For Freight and Passage, apply to—

A. S. MIHARA, Manager.

Hongkong, 25th December, 1901.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BENGAL"

FROM BOMBAY, COLOMBO AND SINGAPORE.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo—

From London, &c., ex s.s. "Home and Australia."

From Calcutta, &c., ex s.s. "Mascalia."

From Persian Gulf, ex s.s. "B.I.S.N." and "B.P.S.N." Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 8 A.M. TO-MORROW.

Goods not cleared by the 28th instant, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

E. A. HEWITT, Superintendent.

Hongkong, 21st December, 1901.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"STENTOR"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 28th instant.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 1st January, 1902, will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 2nd January, 1902.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th December, 1901.

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SILESIA."

Captain Bahr, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY, the 21st inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst. at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, Agents.

Hongkong, 21st December, 1901.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM SEATTLE, TACOMA, YOKOHAMA, KOBE AND MOJI.

THE Company's Steamship

"TEENKAI"

having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

DODWELL & CO., LTD., Agents.

Hongkong, 24th December, 1901.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the Owners will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour—

OSBERGA, British barque, Densmore.—ORDER.

HOTEL

Extracts from "BOA VISTA" Visitors' Book

Everything most comfortable.

Food good and nicely cooked

Everything supplied for comfort.

The most attractive spot and very best hotel I have seen in China.

Delighted with our visit. Too charming for words.

We have spent the happiest hours of our lives at the "Boa Vista" Hotel.

Delighted with hotel and Macao.

An ideal place for a quiet holiday.

"Boa Vista" is by a long way the best Hotel in the East. We cannot strongly enough recommend this first-class house.

Food and attendance excellent, bed-rooms comfortable, scrupulous cleanliness throughout. For one desirous of a few days rest and quiet to recuperate, a most ideal establishment.

Most pleasant retreat for one either in good or bad health.

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